

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
WASHINGTON, D. C.
ORDER NO. 349

IN THE MATTER OF:

Rerouting of the N-1 and N-2)	Served: April 9, 1964
Routes of the Massachusetts)	
Avenue Bus Line of D. C.)	Docket No. 52
Transit System, Inc.)	

This matter came before the Washington Metropolitan Area Transit Commission, hereafter referred to as Commission, on its own motion. Briefly, the facts leading up to the hearing were the following:

The D. C. Highway Department notified the Commission of an application it had received for the enlargement of certain driveways on the north side of Ellicott Street, N. W., west of Wisconsin Avenue. The enlargement of these driveways would necessitate a relocation of the terminal stand for the N-1 and N-2 routes of the Massachusetts Avenue bus line. An investigation of the area by representatives of the Transit Company, the Highway Department and the Commission did not produce a satisfactory location in the immediate area. It was decided that D. C. Transit System, Inc. would make a study of the passenger utilization of the service in the area to determine the feasibility of rerouting.

The Commission was then contacted by the D. C. Highway Department concerning the feasibility of a "no left turn" restriction for the traffic travelling northwest to southwest on River Road and Western Avenue respectively, during the A. M. commute period.

On November 27, 1963, D. C. Transit System, Inc., filed an application to reroute its N-1 and N-2 bus routes on the basis of its investigation. Upon receipt of several protests to the proposed change, the Commission decided to conduct a public hearing on the matter; whereupon D. C. Transit System, Inc., withdrew its application.

On January 2, 1964, the Commission received a request from the D. C. Highway Department for consideration of a rerouting in order to comply with the proposed traffic regulation prohibiting left turns at River Road and Western Avenue, N. W.

The Engineering Department of the Commission considered all of the aforementioned matters and proposed that bus routes N-1 and N-2 be rerouted between Western Avenue and River Road, N. W., and Jennifer and 44th Streets, N. W., so as to operate over the following streets:

From the intersection of Western Avenue and River Road, N. W., thence via Western Avenue, Wisconsin Avenue, Jennifer Street to the intersection of Jennifer and 44th Streets, N. W.; thence return via Jennifer Street and Western Avenue to the intersection of Western Avenue and River Road, N. W.

The Commission was of the opinion that all interested persons should have an opportunity to be heard and a hearing was held on Thursday, February 20, 1964, before Presiding Officer, Charles W. Overhouse, concerning the propriety and reasonableness of the proposed rerouting.

Seven witnesses testified on this matter at the hearing. Mr. Nelson Cooney, Transportation Engineer for the Commission, reviewed the events leading up to the hearing and presented the proposal of the Engineering Department.

Mr. John Mitton, Chief of the Traffic Planning and Design Division of the D. C. Department of Highways and Traffic, presented the justification for the "no left turn" prohibition on the basis that the left turn movement "causes serious interference with heavy inbound traffic and consequent congestion and accident hazards." Mr. Mitton favored the Engineering Department's proposed rerouting and in the alternative, proposed a rerouting directly through Fessenden Street eliminating service on River Road.

Mr. Wilbur C. Pepperman and Mrs. Evelyn Johnson, members of the American Park Citizens' Association testified to the inconvenience they and their neighbors would encounter by the proposed rerouting.

Dr. Ellis Haworth, President of the Friendship Citizens' Association, described the inconvenience of the longer walk to bus service by the proposed rerouting and stated that there was a safety hazard in crossing several heavily travelled streets. He proposed an alternate route via Chesapeake Street. He considered the change in traffic regulation prohibiting left turns as discriminating against the D. C. motorists and suggested an exception for buses if the regulation is passed.

Captain Thomas Mackie, USN RET., representing himself, testified to his present inconvenience in travelling to the Friendship Heights terminal and favored the proposed change.

Mrs. Dorothy C. Brincefield, representing the majority of the residents in the 4200 block of Ellicott Street, testified in favor of a change because of the congestion at Wisconsin Avenue and Ellicott Street, the nuisance of a terminal stand in front of private residences and the parking problem resulting from the private cars of bus drivers and fringe parkers.

The Commission finds from the testimony that the terminal stand now located at Ellicott Street and Wisconsin Avenue must be relocated.

In consonance with the responsibility of relieving traffic congestion in the Washington Metropolitan Area, the Commission finds that the proposed "no left turn" during the A. M. commute period from northwest on River Road into Western Avenue will relieve traffic congestion.

In order to establish the terminal stand and to prevent left turns at River Road and Western Avenue, the N-1 and N-2 routes must be rerouted. To reroute as recommended by the President of the Friendship Heights Citizens' Association, would require additional time and equipment. Therefore the route recommended by the Commission's Engineering Department will be adopted.

A public hearing having been held, the Commission being fully informed, therefore,

IT IS ORDERED:

1. That D. C. Transit System, Inc. be, and it is, hereby authorized to reroute the Massachusetts Avenue bus line, Routes N-1 and N-2, in the following manner:

ELIMINATED PORTION:

Westbound - From the intersection of Western Avenue and River Road, southeasterly on River Road, east on Fessenden Street, south on Wisconsin Avenue and west on Ellicott Street to the terminal, located on the north side of Ellicott Street west of Wisconsin Avenue.

Eastbound - From the terminal, west on Ellicott Street, north on 43rd Street, west on Fessenden Street and northwesterly on River Road to its intersection with Western Avenue.

REROUTED PORTION:

Westbound - From the intersection of Western Avenue and River Road, continue northeasterly on Western Avenue, south

on Wisconsin Avenue and west on Jennifer Street to the terminal, located on the north side of Jennifer Street, west on 44th Street.

Eastbound - From the terminal, west on Jennifer Street, southwesterly on Western Avenue to its intersection with River Road; thence, continue over Western Avenue and the existing route.

2. That this Order is to become effective May 3, 1964.

FOR THE COMMISSION:


DELMER ISON
Executive Director